

Government of the District of Columbia

Department of Transportation



February 20, 2020

Commissioner James A. Turner, Chairperson
Advisory Neighborhood Commission 1B
2000 14th Street NW, Suite 100B
Washington, DC 20009
Via Email: 1B09@anc.dc.gov

NOI# 20-001-TDD

Re: Traffic Decongestion and Bus Improvements on 14th Street NW in Columbia Heights

Dear Chairperson Turner,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent (NOI) to modify traffic and/or parking requirements. Working with WMATA bus planners, DDOT has identified the need to improve the flow of buses on 14th Street, NW through the Columbia Heights neighborhood. Buses traveling on this segment of 14th Street transport over 15,500 passengers daily yet currently travel through the corridor at an average speed of 3.6 miles per hour. This letter is being forwarded to you for the purpose of notification and solicitation of comments of our intent to implement the following in your jurisdiction:

The District Department of Transportation (DDOT) will implement a one year-long shared bus and bike lane demonstration project starting in the summer of 2020 on 14th Street between Euclid and Newton Streets NW. The details of the project have been reviewed and refined by key teams at DDOT including: Vision Zero, Traffic Engineering and Signals, Traffic Operations and Safety, Planning and Sustainability (Active Transportation and Freight Planning), Parking and Ground Transportation, and Transit Delivery. The project lies within the boundaries of ANC 1A and ANC 1B.

The draft plans for the demonstration project have been posted on DDOT’s website at <https://ddot.dc.gov/page/14th-street-nw-bus-and-bike-lanes-demonstration-project> and include the following key elements:

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On 14th Street between Euclid and Irving Streets NW, DDOT will:

- Create 12 -foot wide shared bus and bike lanes by removing 64 parking spaces and combining that road space with the existing bike lanes.
- The shared bus and bike lanes will be painted red and protected by flex-posts (or other physical barriers) to separate them from other traffic. This is required for the safety of bicyclists, to improve bus speed and reliability, and prevent double-parking and illegal use of the shared bus and bike lanes by private vehicles.
- Consolidate bus stops from a stop on every block to a stop on every other block to improve safety and bus operations. (Slides showing bus stop consolidation are available at <https://ddot.dc.gov/page/14th-street-nw-bus-and-bike-lanes-demonstration-project>)
 - In the northbound direction, four stops on four blocks will be consolidated to two stops on four blocks:
 - The two bus stops currently located on 14th Street 1) south of Euclid and 2) north of Fairmont will be consolidated to one stop south of Fairmont.
 - The two bus stops currently located on 14th Street 1) south of Harvard and 2) south of Fairmont will be consolidated to a single stop south of Harvard.
 - In the south direction, three stops on four blocks will be consolidated to two stops on four blocks:
 - The two bus stops currently located on 14th Street 1) north of Harvard and 2) mid-block between Harvard and Girard will be consolidated to one stop south of Harvard.
 - The bus stop currently located on 14th Street mid-block between Fairmont and Euclid will be relocated to the south of Fairmont.

On 14th Street between Irving and Park Road NW, DDOT will:

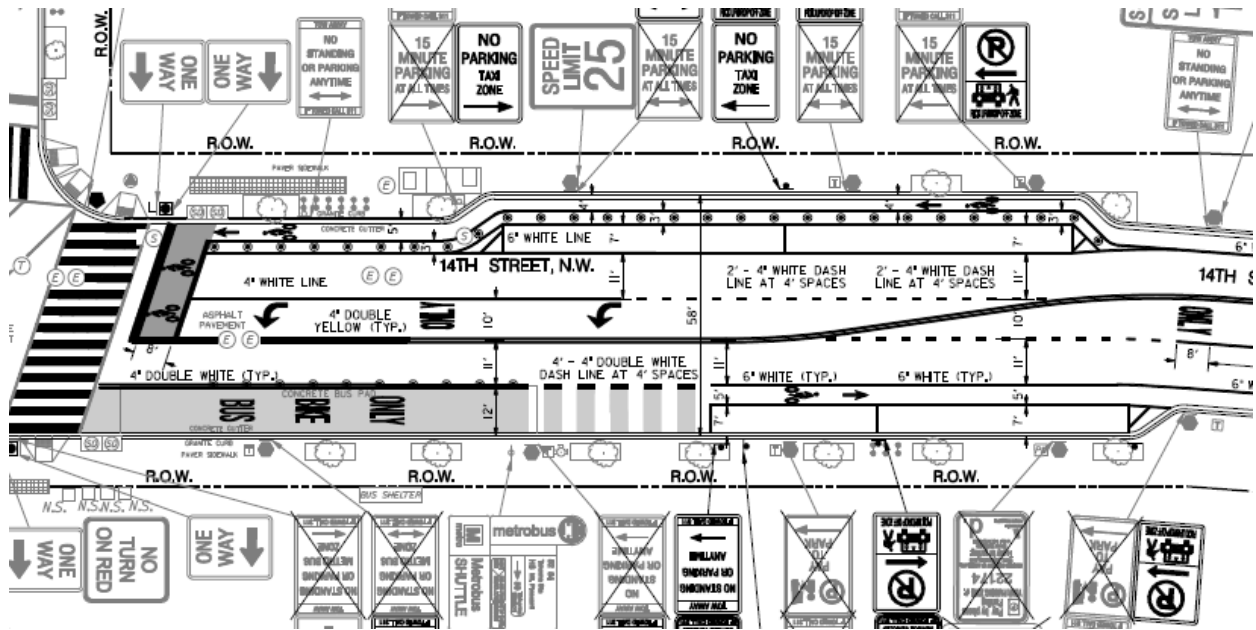
- Restripe the southbound bike lanes in front of DC USA to be located between the curb and Taxi/Pick Up Drop Off (PUDO) zones (see Figure 1 below)
- Implement Taxi, PUDO, and reserved parking along the west curb of 14th Street as described in DDOT's Notice of Intent NOI#19-005-TDD
- Implement PUDO/Flex Zone and reserved WMATA parking along the east curb of 14th Street as described in DDOT's Notice of Intent NOI#19-005-TDD

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Figure 1: Protected bike lanes between parking and the curb in front of DC USA



On 14th Street between Park Road and Newton Street NW, DDOT will:

- Create a new northbound left-turn lane to mitigate the traffic bottleneck at Newton Street NW.
- Establish “Shared Lane Markings” or “sharrows” to indicate a shared lane environment for bicycles and automobiles between Monroe and Newton Streets to accommodate the new northbound left-turn lane at Newton Street.
- Remove and redesign the traffic island north of Park Road to improve safety.

All comments on this subject matter must be filed in writing by Thursday, April 2, 2020 (thirty business days after the date of this notice), with the District Department of Transportation, Raka Choudhury, Transit Delivery Division, 55 M Street SE Washington, DC 20003 or by email at raka.choudhury@dc.gov.

If you would like to check the status of this Notice of Intent (NOI), please visit DDOT’s website at <https://ddot.dc.gov/service/ddot-notice-intent>. If you are having any trouble

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accessing the NOI site or are unable to do so, please contact the DDOT Customer Service Clearinghouse at 202-671-2800.

Sincerely,

Raka Choudhury

Deputy Associate Director, Transit Delivery Division
Project Delivery Administration

CC: Jennifer Bristol, Commissioner ANC 1B-06
Josh Mater, Commissioner ANC 1B-08
Dan Winston, Commissioner ANC 1B-12
Reuben Forman, Mayor's Office of Community Relations & Services – Ward 1
Cynthia Turcios, Mayor's Office of Community Relations & Services – Ward 1
Oscar Montiel, Constituent Services, Office of Councilmember Brianne K. Nadeau
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David Meni, Research Analyst, Office of Councilmember Brianne K. Nadeau
Kenny Marable, DDOT Ward 1 Community Engagement Liaison